



## Entertainment.

HONGKONG SMOKING CONCERT CLUB.

## NOTICE TO MEMBERS.

THE FIRST CONCERT OF THE SEASON will be held in the THEATRE ROYAL, TO-NIGHT, the 19th November, at 9.15 p.m., T. E. DAVIES, Esq.—in the CHAIR. JAMES A. LOWSON, Hon. Secretary.

Hongkong, November 19, 1892. 2019

## Mails.

Occidental &amp; Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC &amp; OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.

Tuesday, Nov. 23.—Tuesday, Dec. 21.—Wednesday, Jan. 19/32.

THE Steamship OCEANIA will be despatched for San Francisco, via Yokohama, on TUESDAY, the 29th November, at 1 p.m., connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

## RATES OF PASSAGE.

From Hongkong, FIRST CLASS.

To San Francisco, Vancouver, Victoria, Esquimalt, New Westminster, Port Townshend, B.C., Seattle, Tacoma, Portland, O.

To Liverpool and London ..... \$325.00

To Paris and Bremen ..... \$345.00

To Havre and Hamburg ..... \$355.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RATES OF PASSAGE TO OVERLAND CITIES, FIRST CLASS.

DESTINATION.	30 day Tickets.	CONTINUOUS TICKETS.
Kansas City, Mo., Omaha, Neb.	265.00	
St. Louis, Mo.	292.50	291.50
St. Paul, Minn., Minneapolis, Minn.	292.50	
Chicago, Ill.	297.50	295.00
Milwaukee, Wis.	299.50	293.00
Cincinnati, Ohio	302.50	301.50
Columbus, Ohio	304.25	304.20
Detroit, Mich.	304.50	302.75
Cleveland, Ohio	306.50	305.00
Toronto, Canada	309.50	307.45
Pittsburgh, Penn.	310.25	307.00
Niagara Falls, N.Y. Buffalo, N.Y.	311.00	308.50
Washington, D.C., Baltimore, Md.	317.00	311.75
Montreal, Canada	319.75	313.00
Philadelphia, Penn.	319.75	322.00
New York	319.75	325.00
Boston, Mass.	321.15	337.00
Portland, Maine	327.25	317.00

All the above Rates are in Mexican Dollars.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers by this Line have the option of proceeding Overland by the Southern Pacific and connecting lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:

4 months ..... \$337.50

12 months ..... \$903.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passenger who have paid full fare, embarking at San Francisco for China or Japan (via sea) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received the day the Company's Office until 6 p.m. at previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 72, Queen's Road Central. J. S. VAN BUREN, Agent.

Hongkong, November 11, 1892. 1985

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, PONDICHERRY,

MADRAS, CALCUTTA, ADEN, SUEZ,

PORT SAID,

MEDITERRANEAN AND

BLACK SEA PORTS, ALEXANDRIA,

MARSEILLES, LONDON,

HAVRE AND BORDEAUX;

ALSO

PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 30th November, 1892, at Noon, the Company's Steamer OATS, Commandant Duran, with MAILED, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 29th November, 1892. (Parcels are not to be sent on board; they must be sent at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. de CHAMPEAUX, Agent.

Hongkong, November 17, 1892. 2009

## Mails.

## To-day's Advertisements.

COMPAGNIE DES MESSAGERIES MARITIMES.

STEAM FOR HOIHOW &amp; HAIPHONG.

(Taking Passengers and Cargo for TOURANE &amp; QUINHOU.)

The Co.'s Shipsteam

Hoihow, Captain G. H. REINHOLD, will be despatched for the above Ports on MONDAY, the 21st Inst., at 4 p.m., instead of as previously notified.

For Freight or Passage, apply to

G. de CHAMPEAUX,

Agent.

Hongkong, November 19, 1892. 2028

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA

OVERLAND RAILWAYS, AND TOUCHING

AT YOKOHAMA AND SAN FRANCISCO.

Hongkong, November 19, 1892. 2039

FOR KOBE AND YOKOHAMA.

The Steamship

Yokohama, Captain C. L. W. FIELD, will leave for the above place on or about THURSDAY, the 24th instant.

For Freight or Passage, apply to

H. H. JOSEPH,

Superintendent.

P. &amp; S. N. C. Co. Office.

Hongkong, November 19, 1892. 2040

SHIPPING.

ARRIVALS.

November 19.—

Lycomen, German str., from Whampoa.

Tai Yich, German str., from Whampoa.

Piccola, German str., from Whampoa.

Touman, British str., from Whampoa.

Kwongang, British str., 389, W. Indes.

Beaufang and Chefoo November 13.

Beane and Oil—JARDINE, MATHERSON &amp; CO.

Fuzhou, Chinese steamer, 1,054, Lancaster November 10, General.

Hupu, British steamer, 1,845, T. Quail, Java November 9, Sugar.—BUTTERFIELD &amp; SWINE.

Shantung, British steamer, 1,535, W. B. Templer, Java November 9, Sugar.—BUTTERFIELD &amp; SWINE.

Hadding, Java November 9, Sugar.—BUTTERFIELD &amp; SWINE.

DEPARTURES.

November 19.—

Glenorchy, for Shanghai.

Ask for Holloway.

Neuchwang, for Foochow.

Kwongang, for Shinghai.

Yang Ping, for Chefoo.

Tak Yick, for Whoo.

Kouking, for Ayeyar.

Per, for Yokohama and San Francisco.

Nestor, for Singapore and London.

Gumengang, for Nagasaki.

Formosa, for Shanghai.

Kwongang, for Whampoa.

CLEARED.

Lo Soi, for Bangkok.

Trisun, for Shinghai.

Chomphu, for Pek Darwin.

Trichon, for Swatow.

Fujir, for Hoishow.

Piccola, for Shanghai.

DEPARTED.

Per Formosa, for Shanghai.

Per Chomphu, from Nanchang.

China.

Per Fuzhou, from Shanghai, Hon. G. C. Curson, M.P., Mr. Bensell, Mr. Lowe, and 22 Chinese.

ARRIVED.

Per Kwongang, from Nanchang.

China.

Per Fuzhou, from Shanghai, Hon. G. C. Curson, M.P., Mr. Bensell, Mr. Lowe, and 22 Chinese.

ARRIVED.

Per Formosa, for Shanghai, Miss Insell, and Mr. Wilson.

Per Chomphu, for Shanghai, 3 Europeans, and 40 Chinese.

Per Per, for Yokohama, Mrs. Jno. Wood, Miss C. Wood, Messrs. A. H. Nathan, Pol. Douglas, H. H. K. Macmillan, and native servants.

Mr. F. Foster, Rev. Mr. F. Clark, and Mr. A. Macleod, Mr. Angel Tsvat, Mr. Jeffers, R.N.; for Liverpool, Miss Thompson.

THROUGH BILLS OF LADING issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Hongkong, to Havre, Trinidad, and Bequia, and Bequia, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Bills will be received at the office until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. the day previous to sailing; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 72, Queen's Road Central. J. S. VAN BUREN, Agent.

Hongkong, November 19, 1892. 2044

Ginger Ale.

WE have always made good GINGER

ALE; we are now making the best

At various exhibitions and competitions in

London and elsewhere, GINGER ALE

made by the formula we now use has won

32 PRIZE MEDALS AND CERTIFICATES

OF MERIT.

In 1890 competed and won against FOUR

of the most famed Belfast makers.

The Analyst's report:—

'It is of unexceptionally good quality.'

'Particularly pleasant to the taste.'

'Decidedly tonic and sustaining.'

'In every respect most satisfactory.'

ARTHUR HILL HASSALL, M.D.

The ideal temperance beverage.

DAIKIN, CRUCKSHANK &amp; CO., LTD.

Victoria Dispensary.

QUEEN'S ROAD CENTRAL.

Hongkong, October 18, 1892. 1810

TO LET.

HOUSE, No. 1, 'DES VENUS' VILLAS,

Peak.

BEACONSFIELD ARCADE,

QUEEN'S ROAD, NO. 4, 'BELLIOS' TERRACE,

ROBERTSON ROAD.

ROOMS on Top Floor of No. 10, ICS



## P. AND O. ACCIDENTS.

The British disaster is perhaps the worst that has ever befallen the P. and O. Company. As we rule, the Company has had good reason to boast of its immunity from calamitous wrecks, a result which must be ascribed to good management as well as to good fortune. The last disaster of the kind was the loss of the *Tasmania* off the Ceylon coast in 1887, but on that occasion all the passengers escaped, and happily there were few who shared the fate of poor Captain Fortune. Two years previously, the *Indus* was totally wrecked on the east coast of Ceylon, sixty miles from Trincomalee, but no lives were lost. The *Indus* has been an unfortunate vessel for the Company's fleet, and the disasters which have occurred on the island make a list. The *Medlar* struck a rock in Galle Harbour in 1853. The *Erin* in 1857 ran ashore near Colombo, between Colombo and Galle, with General Hawcock and troops for the Mutiny. The *Ava*, in 1858 was wrecked on the east coast, near Trincomalee. The *Bengal* in 1859 was seriously damaged in Galle Harbour. The *Malabar* in 1860, for China, with Lord Elgin and suite on board, was totally lost in the same place, owing to her hawsers parting in a gale of wind. In the same year, again, the *Sindia*, and subsequently the *Pottinger*, narrowly escaped like fate. In 1860 the *Coburg* was wrecked on Minicoy Island, Madras; and in the following year the Nemesis was injured at Galle, and had to go to Colombo for repairs. In 1873 the *Hindostan* ran into the Alcinoos of the east coast of Ceylon, and in the same year, the *Colonel*, while towing the *Nubia* out of Galle Harbour, struck on some rocks and became inverted, damaging both vessels; while later on in the year the *Golconda* entering the harbour struck the *Nubia* rock, and was more or less injured. In or near Colombo itself there is no record of any serious accident previous to 1880, when the *Indus* was badly damaged. The proportion of casualties in the Far East has been comparatively small, especially when the dangers of the Eastern seas are considered.

## A MODERN HERCULES.

Perhaps the most remarkable man, physically, the country ever produced was Jack Holsak, a flatboatman well-known on the Ohio thirty-five or forty years ago, said Thomas C. Jamison, who was discussing America's new champion slugger in the Lindell corrido. "Jack stood six feet six inches without shoes, and weighed 250 pounds. He was built like Hercules, and used to boast that he was the strongest animal of his weight in the Ohio valley. He was a simple-hearted, good-natured boy, who would not hurt a fly. The stories told of his feats of physical strength resemble the miracolous performances of Samson. Like the story of the 'three black crows,' they probably gained something by repetition, but it is pretty hard to say what is impossible to 250 pounds of perspiring steel. It is said that he once visited a menagerie in Cincinnati, where a mauling tiger was on exhibition, and after listening to the descriptions of its strength and ferocity given by the animal lecturer offered to enter the cage stark naked and 'whip tiger out of its boots for a gallon jug of whisky.' As the proposition was made at the top of his stentorian lungs, before a tent full of people, the circus manager could not well decline. It was arranged that the gladiator act should take place after the night performance, the women and children being dismissed, Jack half drunk and as naked as a Greek god, bounded into the cage and grabbed the royal beast by the back of the neck and slumped it on the side of the head. It emitted an ugly growl, and Jack slammed it up against the side of the cage with a violence that beat the heavy iron bars. I think it was always here the aim of the ruff to grind down the poor, and as the latter had but one alternative—starvation—they were compelled to be thankful for what they could get. But now education is opening men's eyes to the fact that mankind can enjoy much more health and comfort if each learns to live in accordance with the laws of nature."

(Signed) "George Hunt."

"Apturie Bridge, near Leeds."

We publish this by Mr. Hunt's desire, in order that part of the world at least may know how thankful he is and for what reason.

## THE SUCCESS OF LABOR.

At present time great changes are coming about in the social status of mankind. A man is not now—days considered a god, because his father was a clever worker or not. A man is becoming a recognised fact in society, and is equal to all others, which is the right to enjoy the fruits of his labor. My wife, he says, 'got me a job at Mr. Langstaff's,' in Wardsford, and after using its contents the almost left me, and has never returned since that fortunate day. I should like the whole world to know that it did for me. I have been employed by the Midland Railway Company for eleven years.

(Signed) "George Hunt."

"Apturie Bridge, near Leeds."

We publish this by Mr. Hunt's desire, in order that part of the world at least may know how thankful he is and for what reason.

## CHITS AND CREDIT.

Would it be possible to abolish the credit system without dislocating the trade of the world? Is it a question that is discussed in a recent issue of *Person's Weekly*? So far as it concerns "colonial trade," says our contributor, "the very great dislocation would ensue upon the abolition of the credit system. Because, firstly, commercial operations would be absolutely limited to the extent of capital in hand; whereas it is sufficient security for practical purposes if that capital cover the extent of the possible loss. Secondly, because innumerable payments that are now managed through the clearing house would then have to be specific, or paper money, which is in itself a form of credit, and continual payments in actual money are troublesome and dangerous. Thirdly, in order to carry on trade with gold alone, or even gold and notes, a vast additional quantity of coinage would be required. The demand for coinage thus created would be of course render gold much dearer, or, which is the same thing, would cause a great fall in the price of commodities generally, when reckoned in gold."

As regards retail trading, the journal in question thinks that "there exist no such objections to abolishing the credit system. By such a step trading would be stimulated, because payments would become reliable, the over-trade would be rapid, a much smaller quantity of capital would be required, and bad debts would be entirely got rid of. No alteration in the coinage, nor in the demand for gold would ensue, since retail payments are practically made in specie as it is; nor would the transmission of money be extended. The consumer, again, would benefit by the avoidance of interest on long accounts, by lower prices becoming possible and usual, by not having to pay for others who never pay it all, by knowing exactly how he stands and having power to go beyond his means. The only trouble that would be such as depend on long credit and long prices, but as these are of a speculative character, and virtually amount to money lending at high rates, no one would deplore their extinction."

## To Let.

## TO LET.

**N**EW HOUSES in RIFON TERRACE, No. 1, Bouham Road, near Breezy Point. A large Six-roomed HOUSE at MAGAZINE Gap, Rent, inclusive of Taxes, \$35 per month.

NO. 4, BLUE BUILDINGS, FLOORS, BLUE BUILDINGS.

OFFICES—SECOND FLOOR, Praya Central (last), occupied by Messrs. DUNN, MELVILLE & CO., LTD., GODOWN (under Messrs. DOUGLAS LARKE & CO.'s Offices).

FIRST FLOOR, NO. 22, ELGIN STREET, Nos. 4 and 5, VICTORIA VIEW, KOWLOON.

FLOORS, NO. 5, SHELLY STREET, NO. 7, PRAYA CENTRAL, at present occupied by THE NEW ORIENTAL BANK IN LIQUIDATION.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, November 18, 1892. 2033

## TO LET.

**H**OUSES in KEMPSTON TERRACE, Kowloon.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, November 1, 1892. 1931

Special Rates for Families or Permanent Boarders, Offices and Rooms to let. Unfurnished, and Rooms, with or without Board, by day or month. Apply at the Office, No. 37, SEDLEY ROAD, Hongkong, August 23, 1892. 1534

## Mails.

## Intimations.

## THE MIKE COAL MINING COMPANY.

## WONDERFUL RING.

## GOOD MORNING, GENTLEMEN!

## DO YOU

## WISH TO PREVENT PREMATURE DEATH

## DISEASES?

## IF SO,

## WE HAVE

## THE BEST

## AND

## THE MOST ECONOMICAL

## OF ALL THE JAPANESE COALS.

## IT EXPORTS

## INCREASING

## YEARLY,

## AND

## THE

## LARGEST

## REGULAR

## CONSUMERS

## ARE IN TESTIMONY

## OF THE EXCELLENT QUALITIES OF THE COAL.

## ATTENTION IS CALLED

## TO THE FOLLOWING

## ADVANTAGES

## TO SHIPWRECKED CAPTAINS,

## WHO COULD NOT

## REACH THE COAST

## BY LAND.

## THE COAL IS

## SUPPLIED

## IN QUANTITY

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